Bank are given due consideration.

(c) The private power policy, *inter alia,* provides for a return on investment subject to achievement of certain performance standards. Government has also streamlined procedures, modalities for supply and transportation of fuel and helped standardise sale and purchase of power.

Non-availability of daily flights from Amritsar

1445. SHRI BHUPINDER SINGH MANN:
Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that there is no daily flight from Amritsar to different destinations;

(b) if so, the reasons therefor; and

(c) by when, Amritsar will become international airport and daily flights will be introduced?

THE MINISTER OF CIVIL AVIATION AND TOURISM(SHRI GHULAM NABI AZAD): (a) to (c) Amritsar is connected to Delhi and Srinagar by Indian Airlines flights, three times a week; in addition, for the convenience of International Passengers, as a part of Hub and Spoke Operations of Air India, two flights a week connect Amritsar to various international destinations via Delhi. Due to crew constraints, Indian Airlines is not in a position to operate daily service to Amritsar and there is no proposal to declare Amritsar as an International Airport, at present.

New Schemes for Weavers in Punjab

1446. SHRI IQBAL SINGH: Will the Minister of TEXTILES be pleased to state:

(a) whether Government have formulated any new schemes and programmes for weavers in Punjab for the current financial year;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) what effective measures government propose to take in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI KAMAL NATH): (a) to (d) The Schemes being implemented by Government of India for the handloom sector are generally not state specific. All State Governments and Union Territories are eligible for assistance under these Scheme. The Weavers of Punjab can avail assistance under all the ongoing Schemes in handloom sector. Central assistance is released on the basis of proposals received from the State Governments.

Delay in flights of Indian Airlines

1447. SHRI GURUDAS DAS GUPTA:
SHRI CHATURANAN MISHRA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Indian Airlines flights are mostly delayed nowadays and the passengers are preferring private airlines; and

(b) if so, which are the flights delayed in the months of October, November and the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI' AZAD): (a) and (b) No, Sir. 1881 flights were delayed or cancelled out of a total 6543 flights during October, 1995 due to adverse weather, airport restrictions, technical snags etc. Statistics for the month of November, 1995 is being compiled.

Foreign Exchange earned by Air India

1448. SHRI MOHAMMED AFZAL *Alias* MEEM AFZAL: Will the Minister of FINANCE be pleased to State:

(a) how much foreign exchange went out of the country through Foreign Airlines during the period 1st April, 1994 to 31st March, 1995 airline-wise; and

(b) how much foreign exchange was earned by Air India during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (DR. DEBI PROS AD PAL): (a) The information may kindly be seen in the enclosed statement *(See* below)

(b) The foreign exchange earned by Air India during 1st April, 1994 to 31st March, 1995 is Rs. 604.93 crores.

Statement

Remittance Allowed to Foreign Airlines Companies Year-wise and Airline-wise for the period 1-4-92 to 31-3-95

(Amount in Rs. Lakhs)

SI. No	Airline Company	1 -4-94 to 31 -3-95
1.	Aeroflot Soviet Airlines	Not seeking repatriation during April 91 to March 95
2.	Air Canada	3,187
3.	Air France	12,809
4.	Air Hongkong	—
5.	Air Lanka	2,265
6.	Airlink	—
7.	Air New Zealand	24
8.	Air Ukraine	495
9.	Alitalia Airlines	5,237
10.	Allied Aviation Pvt. Ltd.	82
11.	Ariana Afghan Airlines -	Not seeking repatriation during April 91 to March 95
12.	Biman Bangladesh Airlines	350
13.	British Airways	22,422
14.	Carglux Airlines	—
15.	Cathay Pacific Airways	7,989
16.	Delta Airlines	6,485
17.	Egypt Air	717
18.	ELAL Airlines Israel	275
19.	Emirates Airlines	11,389
20.	Ethiopean Airlines	2,857
21.	Finnair	55
22.	Gulf Air	20,009
23.	Japan Airlines	1,810
24.	Kenya Airways	1,462
25.	KLM Royal Dutch Airlines	11,906
26.	Korean Airways	1,677
27.	Kuwait Airways	10,846
28.	Libyan Airlines	—
29.	Lufthansa German Airlines	34,917
30.	Malaysian Airlines	4,531
31.	Oriental Airlink	—
32.	Pakistan International Airlines	2,546
33.	Pan American Airlines (Delta Airways)	
34.	Panama Worid Airways	—
35.	Quanta?	2,331
36.	Qatar Airways	47
37.	Royal Jordanian Airlines	1,955
38.	Royal Nepal Airlines	1,129
39.	Sabena Belgium Airlines	—
40.	Saudi Arabian Airlines	18,247
41.	Scandinavian Airline System	202
42.	Singapore Airlines	23,105
43.	Sovemair	—
44.	SwissAir	7,682
45.	Syrian Arab Airlines	208
46.	Tarom Romanian Air Transport	148
47.	Tower Air	249
48.	Thai Airways	3,510
49.	Trans World Airlines	52
50.	Trans Mediterranean Airlines	97
51.	Turkmanistan Airlines	435
52.	Turkish Airlines	—
53.	United Airlines	3,569
54.	Uzbekistan Airways	1,138
55.	Yeman Airways	250
56.	Yugoslav Airlines	—
57.	Zambia Airways	30

Investment by Banks

1449. SHRI RAMDAS AGARWAL: Will the Minister of FINANCE be pleased to state:

(a) whether Nationalised Banks are keeping any comparative record of the total investment (year-wise) made during the last three years in each major, small and tiny sector indicating as to how much balance amount was available for the current financial year as on 31st October, 1995 for utilisation by each sector; and

(b) whether Nationalised Banks are also keeping any account year-wise of such available amount/fund for which no claim has been made under the heading "inoperative account' indicating the total amount under such category as on 31st October, 1995 in each Nationalised Bank and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (DR. DEBI PROSAD PAL): (a) and (b) The in- formation is being collected and will be laid on the Table of the House to the extent available.

Revenue loss due to Prohibition Policy

1450. SHRI V. P. DURAISAMY: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that Government had approved a scheme to pay compensation to the extent of 50% of the established loss of revenue in each year for the period 1977-78 to